













The million dollar question?

 Are you prepared to interface with NTSB if there is an accident involving your organization?



- Do you understand the party system?
- Who will be your party coordinator?
- Are you familiar with NTSB's rules and practices?



If there is an aircraft accident in the U.S. involving your organization's aircraft, your organization could be designated as a party to the investigation.

- a. True
- b. False



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- b. False



Select the most correct answer

NTSB investigations are for the purpose of:

- a. apportioning blame
- b. finding fault
- c. determining liability
- d. all of the above
- e. none of the above



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Key Terms

- IIC NTSB Investigator-in-Charge of an investigation.
- Group Chairman NTSB investigator who leads a particular investigative group.
 - e.g., Operations Group Chairman
- Party Coordinator the lead person for a party to the investigation.
 - e.g., if your organization is a party to the investigation, this person will be the primary point person for all investigative activities within your organization.



The Board





Earl Weener



Bella Dinh-Zarr Vice Chairman



Chris Hart Chairman



Robert Sumwalt







NTSB Investigations

DIFFERENT TYPES OF INVESTIGATIONS





Data Collection Accident ("C-Form")

- Non-injury GA accidents
- No airworthiness issues







Limited Investigation







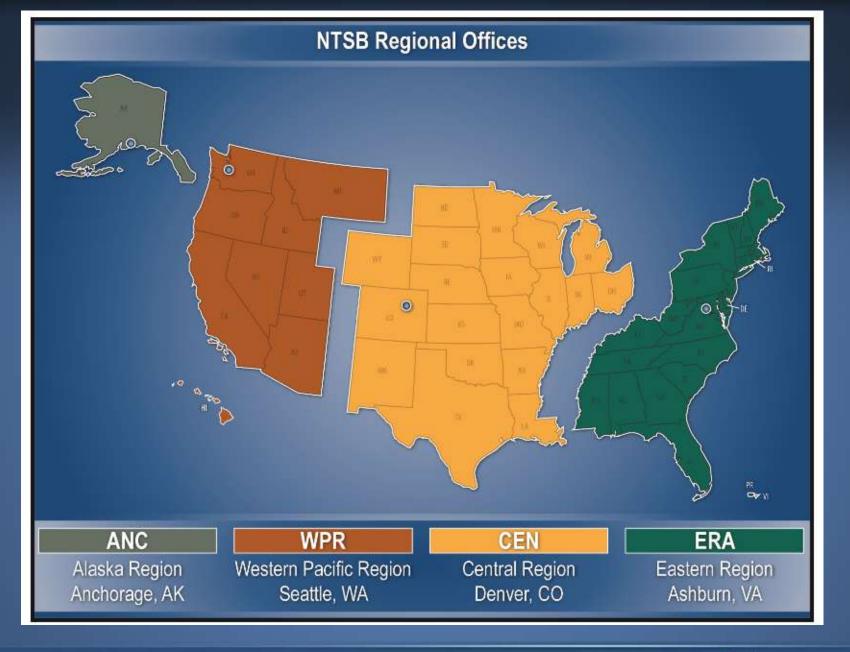


Regional Investigation













Go-Team Investigation







NTSB Investigations

PARTIES TO AN INVESTIGATION

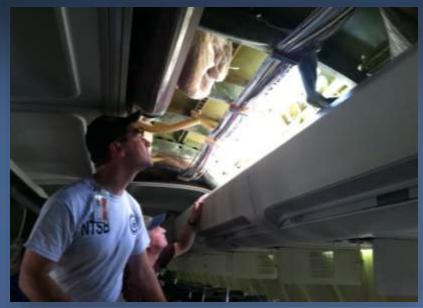


The Party Process

- The NTSB designates parties to the investigation to those organizations that can provide technical expertise.
- Typically parties may include:
 - FAA (by law)
 - Operator
 - Airframe and engine manufacturers
 - Major component manufacturers
 - Pilot, ATC, maintenance, and flight attendant union representatives
 - Airport authorities
 - First responders



Value of the Party System





- Parties provide technical expertise
- Parties provide checks and balances to the process of accident investigation
- Transparency
- Immediate corrective actions





NTSB Investigation No.	
Date of Accidents	
Accident Location:	

CERTIFICATION OF PARTY REPRESENTATIVE⁴

I acknowledge that I am perticipating in the above-referenced accident or incident investigation, on behalf of my simpleyer who has been natural a party to the National Transportance. Safety Board (NTSB) safety investigation, for the puspose of providing technical neutrance so the NTSB is evidence documentation and fact-finding activities. I undertined that as a party participant, I and my organization shall be responsive to the direction of NTSB personnal and may lose party status for conduct that is prejudicial to the investigation or inconsistent with NTSB policies or mutructions. No information pertaining to the accident, or in any manner relevant to the investigation, may be withheld from the NTSB by any party or justy participant.

I further acknowledge that I have familiarized myself with the effective copies of the NTSB Accident Incident Investigation Procedures (49 C.F.R. Part E31) and "Information and Guidance for Parties to NTSB Accident and Incident Investigations," and will comply, and, if the party coordinates for my party, take all resonable steps to ensure that the employees and participants of my organization comply, with these requirement. This includes, but is not limited to, the provisions of 40 C.F.R. §§ 831.11 and 831.13, which, respectively, specify certain criteria for participation in NTSB investigations and limitations on the dissemination of investigation information.

No party coordinator or representative may occupy a legal position or be a person who also represents claimants or instance. I certify that my participation is not on behalf of either claimants or instances, and that, although factual information obtained as a result of participating in the NTSB investigation may ultimasely be used in Impation (at the appropriate time, and in a manner that is not inconsistent with the provisions of 49 C.F.E. § 831.13 and 40 U.S.C. § 1340, my participation is to assist the NTSB safety investigation and not for the purposes of preparing for Bingston. I also certify that, after the NTSB Investigation-in-Charge (BC) releases the parties and party participates from the restrictions on dissemination of investigative information specified in 40 C.F.E. § 831.13, neither 1 nor my party's organization will in any way assert in civil lingation arising out of the AC delet any claim of privilege for information or records received as a result of my participation in the NTSB investigation.

ligosture	Date
Name & Title	
Party Organization/Engloyer	



[&]quot; In articles investigations this lines may give be reduced to as "Statement of Party Expressessatives to 9750 Investigation."

NTSB Investigations

TAKE HOME POINTS



Take home points

1. Become a party member

2. Make party submission

3. Meet with Board Members before Board Meeting



NTSB Investigations

KEEPING OUT OF TROUBLE



Keeping out of trouble

- Do not speculate on the cause of an accident with the press
- Do not withhold information from the NTSB
- Do not conduct a parallel investigation
- Always plan for and devote the proper resources to the investigation



VERY IMPORTANT!!

• If you are a party to an NTSB investigation, all information related to the actual investigation must come from the NTSB.



This is not a gag order



- We want one voice of the investigation.
 - The NTSB is that voice.
- Parties may discuss things not directly related to the actual investigation.



RULE OF THUMB

If you can say it the day *before* the accident, you can probably say it *after* the accident.



The French-owned Airbus said in a statement that the crashed airliner was built in 1997 and had accumulated more than 56,000 hours of flight time. Metrojet acquired the plane in 2012, Airbus said.

Washington Post November 1, 2015



NTSB Press Release

NTSB Revokes Party Status of a Union and an Airline for Violating Agreements National Transportation Safety Board Office of Public Affairs

The National Transportation Safety Board has revoked the party status of both the Independent Pilots Association and UPS Airlines from its ongoing investigation of UPS Flight 1354, an A300-600 air cargo flight that crashed on

The NTSB may grant "party status" to those organizations that are able to provide technical assistance in an investigation. As a condition to being granted this status, parties sign an agreement that explicitly prohibits them from releasing investigative information to the media or to comment or analyze investigative findings without prior consultation with the NTSB. Once the investigation is completed, all

such restrictions are lifted.

the NTSR has had the sole responsibility for disseminating aviation accident investigation-"It doesn't matter who started it," said Hart. "Neither action is acceptable." as the accident's occurrence all the way through to the end of its investigation. This

A GOOD PRACTICE

To be safe, clear press releases with NTSB Investigator-in-Charge or Public Affairs Office before releasing information.

